

138164

DEPT. OF TRANSPORTATION  
DOCKETSALAIN DEGRAEVE  
P.O BOX 7975  
ASPEN, CO 81612  
970-5440111

01 SEP -6 PM 3: 55

NHTSA-01-9628-20

Aspen, September 5th, 2001

Mr. George Entwistle  
Chief Certification Branch  
N.H.T.S.A  
Office of Vehicle Safety Compliance  
400 7th Street, SW, Room 6111  
Washington, DC 20590

Mr. Ken Weinstein  
N.H.T.S.A  
Docket Management Room PL-401  
400 Seventh St., SW  
Washington, D.C 20590

Ms. Marilyn Jacobs  
Director of the Office of Vehicle Safety Compliance  
N.H.T.S.A  
Docket Management Room PL-401  
400 Seventh St., SW  
Washington, D.C 20590

Re: Docket Number: NHTSA 2001-9628-1

**Letter in support of the JKT Petition**

This letter serves as follow up to my original letter of support dated August 28th, 2001.

I particularly refer to your fax addressed to F.N.A dated August 31st, 2001. .

I was very pleased by your request to obtain information from F.N.A with respect to the list of parts required to convert the Ferrari 360 to meet U.S specs they mentioned in their letter of opposition dated August 10th, 2001.

It appears from this request that we all agree (i.e F.N.A, N.H.T.S.A, J.K.T) that the vehicle can be converted to meet U.S Specs and that the only relevant question is: Which parts are required?

In reviewing the information that might get provided by F.N.A, I urge you to keep in

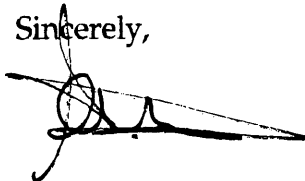
mind the following:

- F.N.A approved the petition for the Model Year 2000.
- Many 2000 Ferrari 360's have been converted to the satisfaction of the NHTSA

Therefore, in your analysis of the parts listed and provided by F.N.A you should only look at the list of parts relating to D.O.T that differ for the 2001 model vs the 2000 model. These would be the only parts that F.N.A could address since the 2000 had already been approved. I believe this to be a very important point in as much as it will prevent F.N.A from taking steps backwards and delay us further. It should significantly reduce your time and allow you to focus in on the real issue: What is the difference between the 2000 model that can be converted and the 2001 which supposedly cannot. In reviewing the information provided to you by F.N.A you should also look at the difference in the list of parts required for a vehicle that was delivered in Europe after September 15th 2000 but before Jan 1st, 2001 and a vehicle delivered after January 1st, 2001. As per my previous letter, facts will prove that there will be no difference. In my previous letter I explained that a car delivered after September 15th, 2000 is in fact a 2001 model year (in Europe). Many of these cars have been imported and converted already to the satisfaction of the N.H.T.S.A and F.N.A. If these "2001 models" had no objection from F.N.A then neither should cars delivered after January 1st, 2001 have objections as long as the cars are identical and the "list of parts" is not different.

I urge you to approve the J.K.T petition immediately. Everyday that goes by is a day gained by F.N.A. It is one more day that our cars depreciate.

Sincerely,

A handwritten signature in black ink, appearing to read 'A. Degraeve', with a long horizontal stroke extending to the right.

A. Degraeve